

The Transcript

ABRAM VANDEGRIFT,
EDITOR AND PROPRIETOR.

ADVERTISING RATES.

Advertisements will be inserted at the rate of fifty cents an inch for the first insertion and twenty-five cents an inch for each subsequent insertion. A liberal discount to yearly advertisers.

Local Notices ten cents a line for the first insertion. Death and Marriage Notices inserted free.

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Thursday Afternoon, May 28th, 1891

THE Board of Trade will meet to-morrow evening at 8 o'clock to consider the proposition to call a convention of those interested in the growing or selling of fruit. That such a scheme might fail we suppose no one will deny, but if it becomes a success, as it will with proper management, the results will be very gratifying and profitable to the people who are interested, and especially so to Middletown. The situation of Middletown is such that persons from distant cities who visit the Peninsula for the purpose of buying fruit, find it the most convenient and pleasant stopping place. For canning and evaporating establishments Middletown is the proper place, being a centre toward which all railroad lines of the Peninsula converge. With the certainty of a great fruit crop before us why should not our Board of Trade call to the attention of those persons interested in this line of business, the advantages which our town offers. We are scarcely able to cope with towns more favorably situated for the manufacture of iron, cotton, or woolen goods, but so far as the handling of Delaware fruit is concerned we can beat the world.

The Levy Court has instructed E. G. Bradford, Esq., counsel for the court, to enter execution upon the bonds of the several county collectors who have not collected all the taxes due in their respective Hundreds. It is said that this is done because the office of county collector was abolished by the Five Commissioners Bill. There is no necessity for such a proceeding because the contracts entered into and made between the several collectors and the Levy Court, for the collection of taxes, were made before the new law was enacted.

Such being the case and as it is contrary to the constitution of the United States and of the State of Delaware to pass any law impairing the obligation of contracts, and as the collectors contracted with the county to collect the taxes, and by virtue of that contract hold the duplicates, they cannot now be restrained from fulfilling their part of the contract, nor can the Levy Court legally refuse to pay for that service in the usual way. An effort is being made to make the new law obnoxious and the people should consider the matter thoroughly before condemning it. We believe the law to be correct in every particular and when it is understood, that it will meet with the approval of every fair-minded man.

A CONTROVERSY between THE TRANSCRIPT and Every Evening has arisen because we took the liberty to think and act in a way which our sense of justice and truth led us to act. THE TRANSCRIPT has not been controlled in what it said by the influence of any person outside this office; the name of the editor can be found at the head of this column and no other person is in any way interested in THE TRANSCRIPT or its policy. We have said all this before, but the triple alliance known as "editor of Every Evening" see fit to doubt our veracity; we are willing to answer this question of veracity to the readers of Every Evening for settlement. Last week we asked Every Evening to answer the plain question:

"Did not an authorized agent of Every Evening present that bill, and did he not, with others, try to induce the Levy Court to order the payment thereof?"

To that question we received the following answer:

"No agent, representative nor employee of Every Evening did ever present a 'gambler's bill' to either City Council or Levy Court, nor did any one connected with this paper 'try to induce the Levy Court to order the payment thereof.'"

Such a jumbling of words is not an answer. We never asked whether or not Every Evening had presented for payment, to the Levy Court, a "gambler's bill." We know nothing about such bills nor do we know exactly what the words imply. We asked a plain question and Every Evening has evaded it. What is the natural inference? Every Evening has said that no authorized agent of that paper ever presented to the Levy Court for payment, a bill for services rendered in driving the gamblers out of Wilmington. The truth or falsity of this assertion can be judged from the following:

"WILMINGTON, DEL., Dec. 16, '87. HARRY D. HICKMAN, Esq., chairman Special Committee Levy Court, New Castle county.

"DEAR SIR: In compliance with your verbal request respecting the matter of the amount paid by Every Evening Printing Company to the Money & Bond Detective Agency for services rendered in arresting and convicting the gamblers in this city would say the amount paid by this company was \$1,003.42, the receipt for which we forwarded to City Council at their request pursuant to a resolution adopted by that body on September 22, 1887.

"Very respectfully yours,
"EVERY EVENING PRINTING CO.,
"J. M. Whitford, Treasurer."

This letter was published by the Evening Journal and the original can be seen in Wilmington at any time. It proves that an authorized agent of Every Evening did ask for the payment of this particular bill and that our statement was correct. It is the invaluable custom of Every Evening to insult every man who does not cringe

when the triple alliance editorial whip is cracked, but once in a long time it cracks its whip at a man who has nerve enough, and self-respect enough to stand his ground; and when that happens Every Evening always comes to grief. One of the signs of weakness which is exhibited by Every Evening and which cannot be attributed to old age or any usual infirmity other than cowardice is the effort to throw upon persons entirely unconnected, the responsibility for articles published in other papers, which tend to show the inaccuracy or untruthfulness of Every Evening's editorials; that kind of prattle is not a public necessity and is not good for advertising purposes. A little friendly advice may not be out of place at the close of a controversy which has caused the "triple alliance" no end of trouble; we offer this advice in a friendly spirit: When you see that you cannot refute a charge by telling the truth do not attempt to beat around the bush for some outside issue, but stand up as three men should be able to do, and take your medicine with the best possible grace. When you make such sad failures in such a public way it hurts your influence.

TRUCK FARMING.

Comparisons Showing the Favorable Situation, Climate and Other Advantages of the Peninsula as a Truck Producing Region.

From a census bulletin recently issued by the Census Bureau we take the following on truck farming:

"For the first time the industry known as truck farming has been made a subject of census investigation. The statistics are compiled from returns which have been received mainly from truck farmers. Truck farming as considered in this report is distinct from market gardening and is carried on in favored localities at a distance from market, water and mail transportation being necessary."

The following statistics will be of interest to our readers on this Peninsula, and comparison will show that this sub-division of territory in the general census makes this section more highly favored in the truck interests than either New England, New York, Philadelphia, Baltimore or Norfolk. The production of fruits and vegetables for market has always been prosecuted with great success, in earlier days as a branch of general farming and more recently as a specialty known as market gardening. Truck farming although it also consists in the production of green vegetables for market is distinguished from market gardening by the fact that while the market gardener lives nearer market and delivers his products with his own team, the truck farmer lives remote from the market, is dependent upon transportation companies and commission men for the delivery and sale of his products, and usually devotes himself to special specialties as are best suited to his soil and climate. Previous to 1890 truck farming was an infant industry, unknown except to a very limited extent along the steamboat and railway lines leading out fifty miles or so from a few of the larger northern cities. Long Island, New Jersey, Delaware and Southern Illinois appear to have been at that time the leading truck centres of the country.

This peninsula with the further development of railways, faster trains and lower freight and express rates will be in a position to compete sharply for much of this trade, for, beside the natural fertility of a soil that will grow almost every vegetable to perfection, it has a climate, particularly where the influences of the salt atmosphere reach, where winter vegetables are not likely occasionally to be out of by frost as in the south. Nearly seventy-five per cent. of the truck produced in the United States comes from a belt of country along the Atlantic coast. As more or less truck is produced in all the states the following division into districts will serve for comparisons:

First is the New England district, supplying Boston and other New England cities. Second, New York and Philadelphia district, including Long Island and New Jersey, and which contributes largely to New York and Philadelphia markets. Third, Peninsula district, comprising Delaware and the Eastern Shore counties of Maryland and Virginia, which supplies all the Northern and some of the central west markets. Fourth, Norfolk district, comprising eight south eastern counties of Virginia and eight north eastern counties of North Carolina which largely supplies north eastern and central western markets.

Fifth, the Baltimore district, comprising Western Maryland, West Virginia and that part of Virginia not in the Peninsula and Norfolk districts, largely tributary to Baltimore, Washington and northern cities as well as local canning factories. The total acreage devoted to truck in the third or Peninsula district in which we are particularly interested, we find to have been, according to the census, 25,714 acres with a total value of products from the same of \$2,413,648 and which we regret to say is less in acreage and value of products than any of the districts we have cited.

First district—6838 acres—\$3,184,218, value of product. Second district—108,135—\$21,102,621, value of products. Third district—25,714 acres—\$2,413,648, value of products. Fourth district—45,375 acres—\$4,092,869, value of products. Fifth district—37,181 acres—\$3,784,696, value of products.

In the fourth district a careful estimate by producers and shippers in 1870 placed the value of the vegetable and berry crop for that year at \$1,751,645, while for the census year, ended June 1st, 1890, the value of the vegetable crop alone, according to reports of the truckers, was \$5,773,467.25. The season of 1889 was an unfavorable one in nearly all sections of the country for the truck farmers, yet the following vegetables were shipped from Norfolk:

Beets, 2,900 barrels; cabbage, 347,130; kale, 177,707; onions, 4,800; radishes, 4,208; squashes, 1,750; turnips, 2,600; Irish potatoes, 325,000; sweet potatoes, 255,000; spinach, 122,829; asparagus, 2,800 boxes containing two and three dozen two pound bundles; string beans, 80,935 boxes; cucumbers, 46,280; onions, 9,600; radishes, 8,417; squashes, 3,500; tomatoes, 350,000.

In addition there were shipped from this point 863,152 melons and 180,949 packages of miscellaneous vegetables, making a total of 2,789,557 pieces shipped from Norfolk during the census year. Of the vegetables grown by truck farmers the leading classes are as follows: Water-melons, cabbage, peas, asparagus, sweet potatoes, tomatoes, spinach, Irish potatoes, celery and string beans, ranking in acreage in the order named. Beets, cucumbers, cauliflowers, carrots, egg plants, kale, lettuce, lima beans, parsnips, radishes, rhubarb, squashes, sweet corn and turnips are also grown as truck-farm crops, but only to a limited extent as compared with the first named. We give a statement of number of acres of leading varieties of vegetables grown in the Peninsula district as compared with the Norfolk district.

	Peninsula.	Norfolk.
Asparagus	1,540	1,578
Cabbage	1,540	1,578
Celery	615	1,080
Cucumbers	4,275	9,750
Egg plants	312	285
Kale	250	578
Lettuce	2,324	5,588
Peas	1,540	3,380
Spinach	1,540	3,380
Sweet potatoes	1,540	3,380
Tomatoes	1,540	3,380
Turnips	1,540	3,380
Water-melons	1,540	3,380
String beans	1,540	3,380
Onions	1,540	3,380
Radishes	1,540	3,380
Squashes	1,540	3,380
Carrots	1,540	3,380
Cauliflowers	1,540	3,380
Rhubarb	1,540	3,380
Parasnips	1,540	3,380
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